

OFFROAD



Winning **Instinct!**



2012 **CATALOG**





When you need to understand how to make the difference or where to gain performance and hundredth of seconds, GET data acquisition systems and engine control units bring you beyond the limit. We take the future technology to the racing world, adding our passion to every driving experience.



AMA SUPERCROSS - Chad Reed



MX1 World Champion - Antonio Cairoli



AMA SUPERCROSS - James Stewart

## ENGINE CONTROL

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# PASSION FOR PERFORMANCE

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# POWER


Engine Control Unit



# GP1 EVO ECU & GET POWER

Electronic Tuning System



CHARACTERISTICS	GET POWER	GP1 EVO GPA
- ECU for who is looking at:	readymade solution, maximum Performance, minimal effort	Maximum Performance, make his own specific MAP adjustment and system expandability
- Better Performance than Stock	Yes	Yes
- Better Acceleration than Stock	Yes	Yes
- RPM Limiter	from +100 to +300 more, well within safety	from +100 to +300 more, can be individually modified (MAYA)
- MAP's Available inside ECU	1	2
- MAP Switch available	no	Yes (included)
- GPA Technology 	Yes 10 posizioni (GPA switch optional)	Yes, 10 positions each MAP (Switch is included)
- Performance MAP Ready inside	for Stock Bike & with Racing Exhaust	MAP1 for racing Exhaust + GPA pos. 0 MAP2 for racing Exhaust + GPA pos. 5
- Possibility to Individually Tune the MAP	no	Yes, any using the MAYA SW or VT1 device
- Possibility to download MAP with the intuitive GPI " GET Performance Interface"	Yes	no
- Optional MAP's available on the WEB	Generic Racing Exhaust Map Specific to Exhaust Brand Different Mech. Package or Fuel	Yes ( Need's MAYA)
- Possibility to connect Data, Lambda, etc..	no	yes
- Possibility to connect to VT1	no	yes
- Possibility to connect Gear Cut Sensor	no	Yes





# GET POWER ASSISTANCE

GET has invented the GPA "Get Power Assistance": a technological revolution in the 2-wheel world to gain higher performance and which makes any rider's driving experience easier.

GPA is the revolutionary engine control system that breaks new grounds in managing power in off-road single-cylinder engines.

The system automatically monitors the power at wheel level in a dynamic way, i.e. it keeps adapting to the driving style of the rider allowing for better performance, better direction and therefore higher safety and higher corner speed under any ground conditions.

Thanks to this new system, the rider can focus exclusively on finding the best riding balance and the best trajectories while standing longer on the footrests of the motorbike.

Higher speed in corner entry and exit under all ground conditions, better direction control on very slippery grounds and easier riding are among the main advantages brought by the GPA "Get Power Assistance" system.

Thanks to three different ways of adjusting the GPA level (GPA Switch, VT1 or Maya Software) any Rider can choose, in a very simple way, the GPA settings and adjust to its own riding style. The GPA Switch (see picture) allows real time adjustments on the fly.

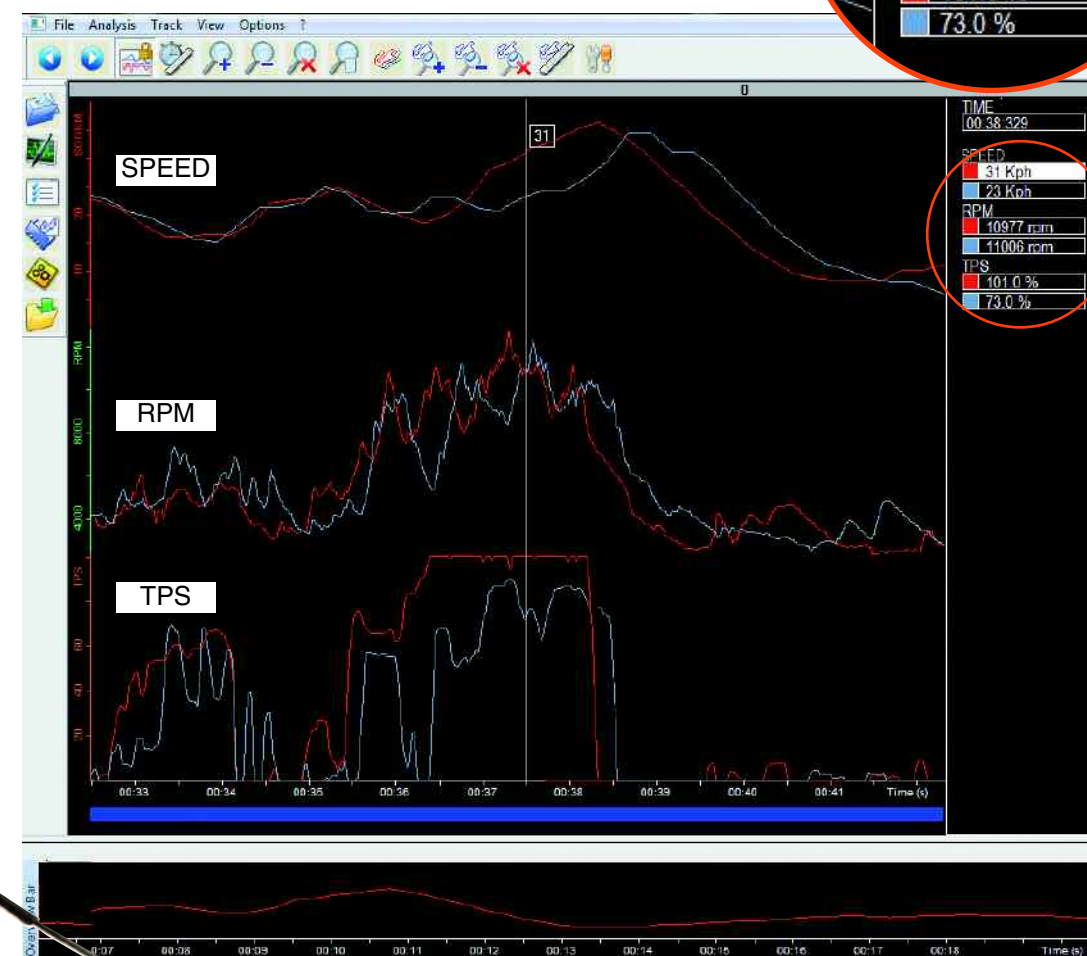
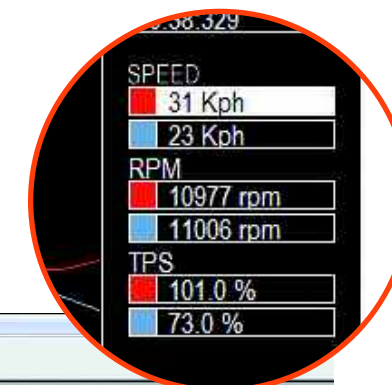


Rider MX1 2011: Antonio Cairoli



## Comparison charts: corner behaviours with GPA system enabled (red charts) and with GPA system disabled (blue charts)

In the chart, you can see the speed, the throttle position (TPS) and the engine speed (RPM). It clearly shows that the rider opens the throttle earlier thanks to the GPA system, and keeps it 100% through the whole corner while the engine speed is automatically controlled by the GPA system for the best performance and highest speed.





# GET-POWER



GET-POWER - Cod. (see application list)

- Better Acceleration
- Installation Manual
- 1 Map installed
- Unique ECU code for WEB Map Download
- ECU Support Bracket (where supplied)
- 0 TPS Cable (no need of PC)
- **GPA** Technology ready inside, needs only the optional GPA Switch connecting

## Main Characteristics of the Get Power ECU:

- Performance MAP Ready inside for Stock Bike & with Racing Exhaust
- GPA Technology (Get Power Assistance) ready inside, needs only the optional GPA Switch connecting
- Upload Different Maps via the GPI (GET Power Interface)
- The TPS sensor can be set to 0 with the "0 TPS Cable" with no need of a PC
- Easy and quick installation, Plug & Play
- Improved Engine Performance (see Power Graphs on our website [www.getdata.it](http://www.getdata.it))
- Better Acceleration and Throttle control
- RPM limiter tuned by GET Engineers (from +100 to max +300 from Stock) in order to gain drivability and performance, well within safety

## APPLICATION LIST

GET-POWER	MODEL
GK-GP1PWR-0003	Honda 450 CRF 2011
GK-GP1PWR-0034	Honda 450 CRF 2012
GK-GP1PWR-0004	Honda 250 CRF 2010-11
GK-GP1PWR-0031	Honda 250 CRF 2012
GK-GP1PWR-0008	Suzuki 450 RMZ 2011-12
GK-GP1PWR-0011	Suzuki 250 RMZ 2011-12
GK-GP1PWR-0014	Kawasaki 450 KXF 2011
TBA	Kawasaki 450 KXF 2012
GK-GP1PWR-0016	Kawasaki 250 KXF 2011
GK-GP1PWR-0032	Kawasaki 250 KXF 2012
GK-GP1PWR-0017	Yamaha 450 YZF 2010-11-12
GK-GP1PWR-0029	Husqvarna TC 250 2012
GK-GP1PWR-0021	KTM 250 SXF 2011
GK-GP1PWR-0033	KTM 250 SXF 2012
GK-GP1PWR-0019	KTM 350 SXF 2011-12

Upgrade application on [www.getdata.it](http://www.getdata.it)

**GET POWER** is the new ECU engineered by GET for Riders looking to find maximum performance and ease of use. This ECU, is GPA ready (Get Power Assistance), this technology its ready to use simply by connecting the optional GPA Switch. The GPA allows you to choose from 1 of the 10 engine power assistance settings and tune the bike at best for any riding style or different track surface.

The ready loaded performance map is developed by GET engineers together with some of the strongest Riders. It is designed for original engines using racing exhausts. (please find comparison charts on [www.getdata.it](http://www.getdata.it))

It is possible to upload different mappings, designed for engine modifications like high compression pistons, cam's or Racing Fuel. As well as different engine behaviors, like more bottom or top end power. By using the optional PC-ECU Interface you can download maps from the WEB in a few simple and easy steps. Some mappings are for free, other on payment.

## Accessories



GPA switch  
Cod. GK-CANSW-0001



GPI Interface  
Cod. GK-GP1CGRP-0001





# GET-PERFORMANCE CENTER



Rider MX2 2011: Ken Rockzen



GPI Interface "Get Power Interface" - Cod. GK-GP1CGRP-0001

- The Get Performance Center Software can be downloaded for free on the [www.getdata.it](http://www.getdata.it) site

- 1 connect your PC to the GET Power ECU
- 2 from the WEB choose your MAP
- 3 upload the MAP to your GET Power ECU

**"GET Performance Center"**  
allows you to customize  
your **GET POWER** in 3 steps.  
It's easy just visit [www.getdata.it](http://www.getdata.it)

**GET Performance Center** is the new platform that allows you to upload different Maps from the GET archive in to the ECU, following just a few very easy and guided steps. Maps are available for different engine behaviors or mechanical packages. The Get Archive will be continuously updated and more Maps will be added as soon as the season unfolds. The service is available to you by acquiring the PCI tool (GET Power Interface) in order to connect the ECU to your PC. Other than the Maps on sale you can find free Maps for stock configuration Bikes or updates





# GP1-EVO



Rider Ama Supercross - James Stewart



- GP1-EVO - Cod. (see application list)
- Installation Manual
  - 2 Maps installed  
MAP1 for racing Exhaust + GPA set to position 0  
MAP2 for racing Exhaust + GPA set to position 5
  - GPA Technology ready inside
  - MAP Switch
  - GPA Switch
  - ECU Support Bracket (where supplied)

The GP1 EVO is the 2010 and 2011 World Champion ECU both in MX1 and MX2. A highly versatile and professional performance product, allowing for maximum possibility of individual settings and adjustments. The GP1 EVO is GPA ready, inclusive of the GPA Switch allowing you to choose from one of the 10 engine power assistance settings and tune the bike at best for any riding style or different track surface. Also the MAP Switch is inclusive and allows you to switch on the fly from one of the 2 Map's installed.

By using the different optional tuning tools (please see page 14/15) such as the VT1 or MAYA Software you can individually adjust the engine mapping to your needs. With the GP1 EVO you can also connect to the optional data logging devices and take advantage of most professional way of analyzing Engine or Bike behavior parameters (please see page 16/17).

The ready loaded performance maps are developed by GET engineers together with some of the strongest Riders. They are designed for original engines using racing exhausts. (please find comparison charts on [www.getdata.it](http://www.getdata.it))



### Main characteristics of the GP1-EVO ECU:

- Easy and quick plug&play fitting
- Improve your engine performance (the preset maps are developed for stock bikes with Racing exhaust. See power charts for each application on [www.getdata.it](http://www.getdata.it))
- Better throttle response
- Our maps are developed with a maximum 300 RPM more than the standard RPM value (can be changed with the programming tools)
- Dynamic power management with the "GET Power Assistance" GPA system (only for GP1-EVO GPA versions)
- GPA technology (Get Power Assistance) ready to use with inclusive GPA Switch
- Customizable Map settings (see comparison table for tuning systems)
- 2 maps with real-time switch on the handlebar (Switch included)
- Quick shifter management (sensor and loom not included)
- CAN BUS communication with separate data acquisition devices (see data acquisition systems)
- Specific LC1EVO Lambda input to allow oxygen measurement in the exhaust gas.

### APPLICATION LIST

GP1-EVO GPA "GET Power Assistance"	MODEL
GK-GP1EVO-0001	GP1 EVO - Honda 450 CRF 2009-10 + GPA
GK-GP1EVO-0003	GP1 EVO - Honda 450 CRF 2011+ GPA
GK-GP1EVO-0034	GP1 EVO - Honda 450 CRF 2012 + GPA
GK-GP1EVO-0004	GP1 EVO - Honda 250 CRF 2010-11 + GPA
GK-GP1EVO-0031	GP1 EVO - Honda 250 CRF 2012 + GPA
PE00140003	GP1 EVO - Suzuki 450 RMZ 2008-09 (NO GPA AVAILABLE)
GK-GP1EVO-0006	GP1 EVO - Suzuki 450 RMZ 2010 + GPA
GK-GP1EVO-0008	GP1 EVO - Suzuki 450 RMZ 2011-12 + GPA
GK-GP1EVO-0009	GP1 EVO - Suzuki 250 RMZ 2010 + GPA
GK-GP1EVO-0011	GP1 EVO - Suzuki 250 RMZ 2011-12 + GPA
GK-GP1EVO-0012	GP1 EVO - Kawasaki 450 KXF 2009-10 + GPA
GK-GP1EVO-0014	GP1 EVO - Kawasaki 450 KXF 2011 + GPA
TBA	GP1 EVO - Kawasaki 450 KXF 2012 + GPA
GK-GP1EVO-0016	GP1 EVO - Kawasaki 250 KXF 2011 + GPA
GK-GP1EVO-0032	GP1 EVO - Kawasaki 250 KXF 2012 + GPA
GK-GP1EVO-0017	GP1 EVO - Yamaha 450 YZF 2010-11-12 + GPA
GK-GP1EVO-0023	GP1 EVO - Husqvarna TC 250 2011 + GPA
GK-GP1EVO-0030	GP1 EVO - Husqvarna TC 250 2012 + GPA
GK-GP1EVO-0021	GP1 EVO - KTM 250 SXF 2011 + GPA
GK-GP1EVO-0033	GP1 EVO - KTM 250 SXF 2012 + GPA
GK-GP1EVO-0019	GP1 EVO - KTM 350 SXF 2011-12 + GPA

Updated application list on [www.getdata.it](http://www.getdata.it)



Three different products to customize your GP1-EVO ECU

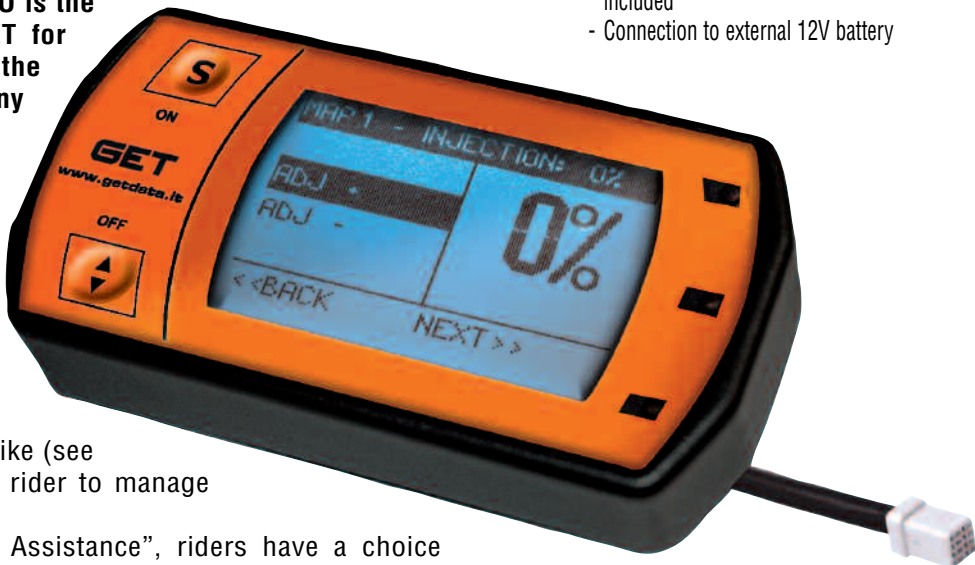
VT1 Configurator for GP1-EVO

Cod. GK-VT1-0001

The VT1 Configurator for GP1-EVO is the true innovation designed by GET for the off-road world. It is actually the entry level for managing the many functions of the GP1-EVO ECU.

The VT1 device connects directly to the GP1-EVO ECU allowing easy and intuitive communication between them. The following settings can be displayed or changed see table on page 15.

The VT1 device easily fits on the bike (see handlebar mount) and allows the rider to manage or display a.m. data in real time. Thanks to the GPA "GET Power Assistance", riders have a choice between 10 levels for setting the best power in real time and get the best performance whatever the ground or their riding style. If connected to a batteryless motorbike, the device is powered by the GP1 ECU when the bike is on. When the engine is off, no problem for the VT1 device: it has a connector and its counterpart for connecting to an external 12V battery for programming.



- Connection loom to GP1-EVO ECU included
- Connection to external 12V battery

Some applications VT1

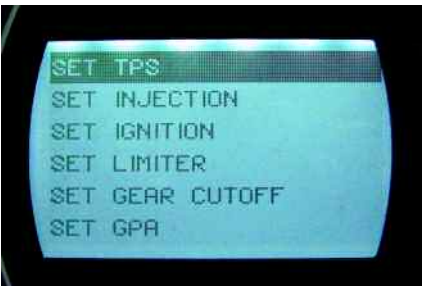
VT1 accessories



MD60 Mount for Standard bar  
Cod. DK00080014



MD60 Mount for Fatbar  
Cod. DK00080013



Menu



Change injection timing



Change RPM limiter



Change GPA system

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MAYA programming software is a powerful tool that allows full configuration of the ECU settings.

With the Maya software, you can change any setting in real time and display all the values gaining total control over the working phases. The Maya software allows targeted self-mapping and drastically cuts working time, saving your engine life and making your job easier. The software works together with a data acquisition system for optimum outcome during dyno sessions. The Maya software is available in two versions, EVO and ADVANCED.

MAYA EVO Licence software

Cod. PA00040000

MAYA EVO programming pack: includes the Maya software and the ECU/PC connection loom. It allows changing the injection timing, the ignition, the RPM limiter, and cut-off times of the quick shifter. Unlike the VT1, you can also change the fuel and ignition settings with 512 map points available for each map. You can also manage the 10 levels of the GPA "GET Power Assistance" control system (only for GP1-EVO GPA)



MAYA ADVANCED Licence software

Cod. PA00040001

MAYA ADVANCED programming pack: includes the Maya software with Hardware access key and the ECU/PC connection loom. It allows changing the injection timing, the ignition, the injection phases, the throttle derivative, the RPM limiter, cut-off times of the quick shifter and many other functions (see comparison table). Unlike the EVO version, the ADVANCED license allows displaying all GET preset values in plain. You can also manage the 10 levels of the GPA "GET Power Assistance" control system (only for GP1-EVO GPA) or you can access the maps to set your own personal configuration.



Comparison table of the main functions available with each programming system

ENABLED FUNCTIONS	VT1 Device	EVO software license	ADVANCED software license
	GK-VT1-0001	PA00040000	PA00040001
Full map display of injection timing as "plain values"	no	no	yes
Injection timing correction on each breakpoint	no	yes (+/- 100%)	yes
Injection timing correction available across the whole map	yes (-5% + 30%)	yes (+/- 100%)	yes
Map with ignition advance in plain	no	no	yes
Ignition advance correction for each breakpoint (on 512 map points)	no	yes (+/- 64°)	yes
Injection timing correction available across the whole map	yes (-30° + 5°)	yes (+/- 64°)	yes
Injection phases	no	no	yes
Injection timing correction based on throttle derivative	no	no	yes
RPM limiter	yes (max + 500rpm)	yes (max + 500rpm)	yes
Strategic management of the RPM limiter cut-off time	no	no	yes
Personal password protection against ECU data access	no	yes	yes
Injection data correction based on H2O temperature	no	no	yes
Injection data correction based on barometric pressure	no	no	yes
Injection data correction in starting phase	no	no	yes
Map breakpoint management	no	no	yes
Calibration of input signals from wheel speed sensors (optional).	no	no	yes
Quick shifter cut-off time management	yes	yes	yes
Lambda display and analysis	yes	yes	yes
Lambda display and analysis with linearization and target	yes	yes	yes
ECU diagnosis	yes	yes	yes
GPA "GET Power Assistance": select the operating level for dynamic power control.	yes	yes	yes

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## Cod. GL-0025-AA

Optional loom compatible only with the map switch for motorbikes that have a GP1-EVO ECU in central position (under the seat).

## Cod. GL-0026-AA

Optional loom compatible only with the map switch for motorbikes that have a GP1-EVO ECU in front position (under the front plate).



## Cod. PC00030000

Plastic map switch (included in the GP1-EVO pack)



## Cod. GE-DVCS10001

Electronic map switch with position led



## Cod. GL-0016-AA

Optional loom for motorbikes that have the GP1-EVO ECU in central position (under the seat). It allows connecting the map switch, the quick shifter and the Lambda LC1 device with analog input (HONDA 250/450 - SUZUKI 250 - KTM 250/350)

## Cod. GL-0017-AA

Optional loom for motorbikes that have the GP1-EVO ECU in front position (under the front plate). It allows connecting the map switch, the quick shifter and the Lambda LC1 device with analog input (SUZUKI 450 - KAWASAKI 450/250 - YAMAHA 450)



## Quick shifter sensor



HONDA cod. PS00040000



YAMAHA cod. GS-CAM0002



SUZUKI cod. PS00040004  
KAWASAKI cod. GS-CAM-0001

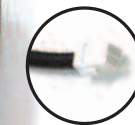
## Connecting accessories



GL-0025-AA  
(Switch loom for ECU in central position)

GL-0026-AA  
(Switch loom for ECU in front position)

## Connecting data and programming

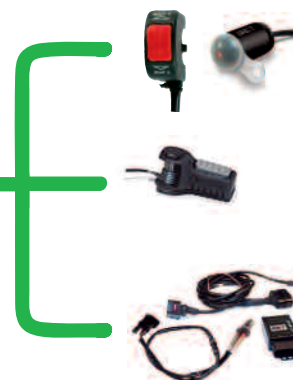


GL-0018-AA  
(multilink loom)

GL-0024-AA  
(extension loom for M40)

GL-0016-AA  
(Basic loom for ECU in central position)

GL-0017-AA  
(Basic loom for ECU in front position)



## Other accessories

### PRO expansion loom

It is used to connect the system to the ECU, the lambda sensor, the map switch, the quick shifter and two wheel speed sensors.

### Cod. PL00130005

(SUZUKI 450 - KAWASAKI 450/250 - YAMAHA 450)

### Cod. PL00130006

(HONDA 250/450 - SUZUKI 250 - KTM 250/350)



### Cod. GL-0021-AA

Optional loom compatible with a CAN 4-pin binder output from GP1/LC1/M40. It allows connecting several devices simultaneously on a CAN BUS line or connecting the MD4 to the Multilink loom (Cod. GL-0018AA)



### Data expansion loom

It is used to connect the MD4 data acquisition system to the ECU and to set the GP1-EVO ECU programming connector on the handlebar.

### Cod. PL00130001

(SUZUKI 450 - KAWASAKI 450/250 - YAMAHA 450)

### Cod. PL00130002

(HONDA 250/450 - SUZUKI 250 - KTM 250/350)



### Cod. GL-0020-AA

Optional loom used as an extension for GP1-EVO or MD40 or LC1



## Cod. GK-CANSW-0001

GPA switch



## Cod. GL-0018-AA

Optional loom to connect and allow communication between several devices via CAN BUS. The following configurations are possible with this loom: GP1+M40; GP1+M40+VT1 (or PC); LC1+M40; LC1+M40+VT1 (or PC). This loom is compatible with motorbikes that have the ECU both in central or front position.





# Programming kit



Get offers three different programming kits. All of them include: a VT1 device or a Maya software license to change the settings in the GP1-EVO or in the LC1-EVO Lambda hat is used for measuring the oxygen in the exhaust gas and monitoring combustion.

1° level programming kit

cod. GK-GP1EVO-0024

Includes **VT1** + **LC1EVO** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications



2° level programming kit

cod. GK-GP1EVO-0025

Includes **VT1** + **LC1EVO** + **MAYA EVO software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications



3° level programming kit

cod. GK-GP1EVO-0026

Includes **VT1** + **LC1EVO** + **MAYA Advanced software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA) for all available applications



# Programming and data logging

Get offers two different kits for expert tuners who need to keep their engine settings under control when working on the dyno or at the track. By interpreting the data logged, the tuner finally knows the best engine and suspensions settings for better performance.

The kits are preset for CAN communication with the GP1-EVO ECU and are easily installed thanks to the connection looms included in the pack. The M40 data logger collects data from several sources: the engine, the lambda, the built-in GPS and any extra sensors (e.g. suspension position sensors). For more info about the M40 logger and the software licenses, see specific product sheet.

Programming and data logging kit 1° level

cod. GK-GP1EVO-0027

Includes **VT1** + **LC1EVO** + **M40** + **MAYA EVO software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA + Cod. GL-0018-AA) for all available applications

Programming and data logging kit 2° level

cod. GK-GP1EVO-0028

Includes **VT1** + **LC1EVO** + **M40** + **MAYA ADVANCED software license** + connecting loom (Cod. GL-0016-AA + Cod. GL-0017-AA + Cod. GL-0018-AA) for all available applications



THE KIT INCLUDES		PROGRAMMING KIT			PROGRAMMING AND DATA LOGGING KIT	
		1° LEVEL	2° LEVEL	3° LEVEL	1° LEVEL	2° LEVEL
					CODE >>>	GK-GP1EVO-0024
VT1 programming device for GP1-EVO and display tool for Lambda (Cod. GK-VT1-0001)		YES	YES	YES	YES	YES
LC1-EVO LAMBDA (Cod. GK-LC1EVO-0001)		YES	YES	YES	YES	YES
MAYA EVO software license (Cod. PA00040000)		NO	YES	NO	YES	NO
MAYA ADVANCED software license (Cod. PA00040001)		NO	NO	YES	NO	YES
Connection loom to GP1-EVO (central position) (Cod. GL-0016-AA)		YES	YES	YES	YES	YES
Connection loom to GP1-EVO (front position) (Cod. GL-0017-AA)		YES	YES	YES	YES	YES
M40 data logging system (Cod. GK-M40-0001)		NO	NO	NO	YES	YES
Connection loom to GP1-EVO for several devices via CAN line (Cod. GL-0018-AA)		NO	NO	NO	YES	YES



# GPX-CDI

CDI for carburetor engines



GPX - Cod. (see application list)

- 2 preset maps
- Map switch



TEAM YAMAHA  
RED BULL DE CARLI



TEAM MARTIN HONDA  
RACING MOTOCROSS



TEAM COZZI GIULIO  
MOTORSPORT

## PLUG&PLAY APPLICATION LIST

PK00040014	GPX1 YAMAHA YZ250F 07-08-09
PK00040021	GPX1 YAMAHA YZ250F 10-11
TBA	GPX1 YAMAHA YZ250F 12
PK00040015	GPX1 YAMAHA YZ450F 07-08-09

For applications see full list price or visit [www.getdata.it](http://www.getdata.it)

GPX is the replacement ignition CDI for single-cylinder 2/4 stroke engines designed for motocross, motard, enduro and ATV. The GPX CDI can be connected directly to the stock harness of the vehicle (see available application list). Thanks to its performance and reliability, the GPX CDI won the 2009 MX1 World Championship with Antonio Cairoli and the Yamaha-Red Bull Team.

The 2 preset maps can be selected in real time using the MAP SWITCH included in the pack. With its dedicated software (optional), ignition advance can be changed based on the throttle position and on the RPM limiter. Where applicable, advance can be set gear by gear.

### Main features:

- 2 preset maps
- MAP switch included
- Maps developed in collaboration with top teams for the best performance
- Better throttle response
- Higher power delivered, 500 RPM more than stock CDI
- Map tuning available with the programming software (optional)
- Programming software available as optional

### Accessory:

Programming software (optional)  
cod. PE00060001



# GP2-EVO

ECU for 1-2 cylinder fuel-injected engines



GP2 for quad Yamaha 450 YFZ

(2009-2010-2011-2012)

Cod. GK-GP2ELM-0001

- 2 preset maps
- Adapter loom
- Map switch

GP2-EVO is GET's programmable ECU for fuel-injected 4-stroke engines.

The GP2-EVO ECU replaces the stock ECU and comes with an adapter for plug&play connection to the vehicle without changing the stock harness in any way.

The GP2-EVO ECU includes two maps developed by Get engineers in collaboration with the best teams and riders to reach optimum performance.

Customers not wishing to make any adjustment to the engine can rely on a product already developed by Get engineers.

Get guarantees the best performance and most effective power whatever the engine speed.

### Main features of the GP2-EVO ECU

- Easy and quick plug&play fitting
- Better engine performance
- Better throttle response
- Customizable settings (see comparison table for tuning systems)
- 2 maps with real-time switch on the handlebar



### Accessories:

Cod. GE-DVCS10001

Electronic switch  
map with position led



Cod. PA00040000

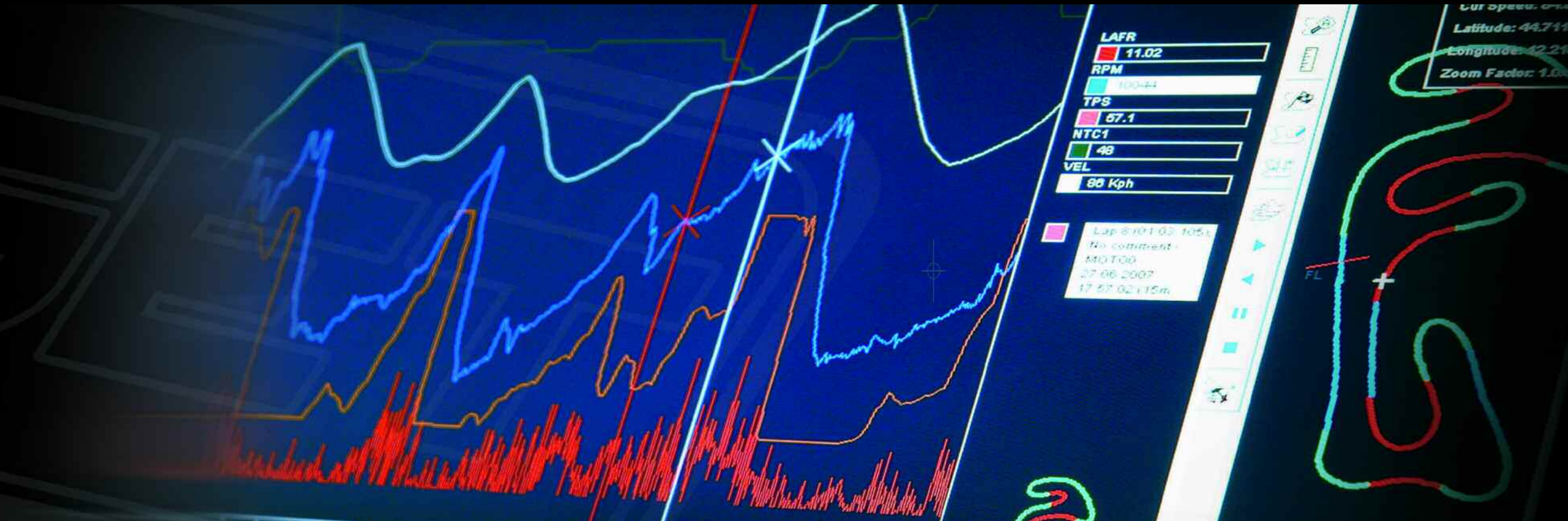
MAYA EVO software license  
Cod. PA00040001  
MAYA ADVANCED software license





# OFFROAD

## Data acquisition systems





# M40 DATA LOGGER

Data logger with built-in GPS



M40 - Cod. (see application list)

- User manual
- GPS antenna
- USB download cable
- GATE software
- Battery connection loom (code GL-0038-AA)

The brand-new M40 GET data logging system is the essence of technology. It is robust, light-weighted and very small. Its anodized aluminium case protects the electronic components inside which are drowned in resin to become IP68 waterproof for the toughest riding conditions in such extreme sports as motocross.

Technically, the M40 logger has a built-in GPS technology for logging all GPS data for fast and easy on-screen display. The logger can also be connected to any GET engine control unit (ECU) to get and log over 25 engine settings making it the ideal tool for off-road activities that allow connection to the GP1-EVO ECU (or any other ECU via Can Bus).

The M40 Expansion or Plus versions have extra inputs for connecting auxiliary sensors like the magnetostrictive transducers for suspensions.

The M40 logger comes with the GATE analysis software and is available in three versions according to the number of auxiliary channels available and related expansion looms.

Even with the basic M40 version, you can add more signal inputs just purchasing the LC1EVO PLUS version that will act as an expansion module via CAN once connected.

The M40 logger is thus a flexible and expandable tool that can meet the most demanding and complex requirements.



Rider MX2 2011: Clement Desalle

MAIN FEATURES	M40	M40 Expansion	M40 Plus
	CODE >>>	GK-M40-0001	GK-M40-0002
AN (Analog inputs)	3	6	9
IC (Digital inputs)	2	3	4
Beacon input	no	yes	yes
Expansion loom for sensors Cod. GL-0024-AA	no	yes 1 loom	yes 2 looms
Programmable CAN port	yes	yes	yes
Serial communication port	yes	yes	yes
USB port for download and programming	yes	yes	yes
Built-in 3-axis accelerometer	yes	yes	yes
Built-in GPS	5Hz	5Hz	5Hz
GPS antenna	yes	yes	yes
Internal memory	2GB	2GB	2GB
USB download loom	yes	yes	yes
GATE software	yes	yes	yes
Weight	250 g.	260 g.	270 g.
Dimension	92x66x20 mm	92x66x20 mm	92x66x20 mm

## M40 Accessories

### GK-GMSUP-0001

Support Braket for M40 inclusive Rubber Band (to fit on Front Fork)



Team Teka Suzuki 2011



# M40 Accessories & connections



## Cod. GL-0018-AA (Multilink Loom)

Optional loom to connect and allow communication between several devices via CAN BUS. The following configurations are possible with this loom: GP1+M40; GP1+M40+VT1 (or PC); LC1+M40; LC1+M40+VT1 (or PC). This loom is compatible with motorbikes that have the ECU both in central or front position.



## Expansion Looms:

Delivered with individual markings for the different channels

**Cod. GL-0041-AA** (markings AD1 AD2 AD3 IC1 IC2)

**Cod. GL-0042-AA** (markings AD4 AD5 AD6 IC3 SW1)

**Cod. GL-0043-AA** (markings AD7 AD8 AD9 IC4 IC5)



# M40

MAIN  
EXPANSION  
MAIN  
MAIN

MULTILINK LOOM cod. GL-0018-AA

EXPANSION CABLES  
cod. GL-0041-AA  
or  
cod. GL-0042-AA  
or  
cod. GL-0043-AA

CAN BUS PORT  
(without connector)

cod. GL-0038-AA



AUXILIARY  
POWER SOURCE

cod. GL-0039-AA



Lithium Battery

CAN BUS PORT  
(without connector)

cod. GL-0036-AA



AUXILIARY  
POWER SOURCE

cod. GL-0037-AA



Lithium Battery

GP1 EVO

or

LC1 EVO



VT1

5V ANALOG  
SENSORS

12V ANALOG  
SENSORS

FREQUENCY  
SENSORS

Potentiometer

Temperature  
sensors

Pressure  
sensors

LC1 EVO

Magnetostrictive  
sensors

## Cod. GK-GMSUP-0001

Support Bracket for M40 inclusive  
Rubber Band (to fit on Front Fork)



## Cod. DK0050001

Lithium Battery and Charger KIT  
(loom to M40 is separate, see chart)



Cod. GL-0036-AA



Cod. GL-0037-AA



Cod. GL-0038-AA



Cod. GL-0039-AA



# OFFROAD



# LC1-EVO lambda

# Sensors

LC1-Evo - Cod. GK-LC1EVO-0001

- LC1-EVO
- Lambda Probe
- Connection loom with CAN and analog connectors



LC1-EVO lambda is the new Lambda kit developed by GET.

With its light weight and small size, it fits easily on your racing motorbike. The LC1-EVO is an electronic device that measures the proportion of oxygen in the exhaust gas. A mandatory tool for checking the air/fuel ratio, best combustion and as a result maximum power.

The kit includes the Lambda Wide Band (Bosch LSU 4.2) sensor connected to the LC1-EVO conditioning unit, which sends data to the logging systems (e.g. M40-MD4) or display tools (VT1) or to the Engine Control Unit (ECU).

LC1-EVO sends the Lambda signals via analog or CAN output and can thus be connected to any system on board or to any CAN-enabled external devices. The signal in Lambda value ranges from 0.7 to 10, or from 10.22 to 14.60 in AFR values.

In case of many cylinders, you can connect several LC1 devices simultaneously.

The LC1-EVO device can be fitted without any battery in all batteryless applications such as racing off-road motorbikes.

The VT1 device can be connected to the LC1-EVO for Lambda value and working temperature display. TPS and RPM values are also available when the VT1 is connected to the GP1-EVO ECU (see example).



LAMBDA1 (STO)			
0.92			
RPM	5000	TLMB	150°C
TPS	5%	TENG	85°C



## Magnetostrictive position sensor

for front and rear suspensions. Made with carbon case, mounts are not supplied.



- \* Cod. GK-MGNSTR-0002 (150 mm)
- \* Cod. GK-MGNSTR-0003 (350 mm)
- \*part numbers when used with the M40



NTC temperature sensor  
(M6) -20 +130



Cod. DS00050000

K-type thermocouple  
-20 +900



Cod. GE-TEM-0002

Water collectors  
for NTC sensor



Cod. DS00050001 Ø 17  
Cod. DS00050002 Ø 20  
Cod. DS00050003 Ø 25

Pontentiometer sensor



Cod. DS00010001 100 mm  
Cod. DS00010002 150 mm

Complete list of sensors see [www.getdata.it](http://www.getdata.it)



# MD60-LOG

GPS lap timer with built-in data logger



MD60 - Cod. DK00080012

- USB cable
- GATE Lite data analysis software
- Battery
- Pouch

## No need for beacon or transponder!

MD60 LOG for riders who want to see lap time in a fast and easy way.

Set your finish line and splits easily, or upload the track from the default library and start using the MD60 LOG straight away at the track. Ideal for a large range of motorsport activities.

No need for external sensors, powered by simple batteries, the MD60 LOG can be used for track, off-road, supermotard, kart, water sports and any other sport where the best lap time is the ultimate challenge.

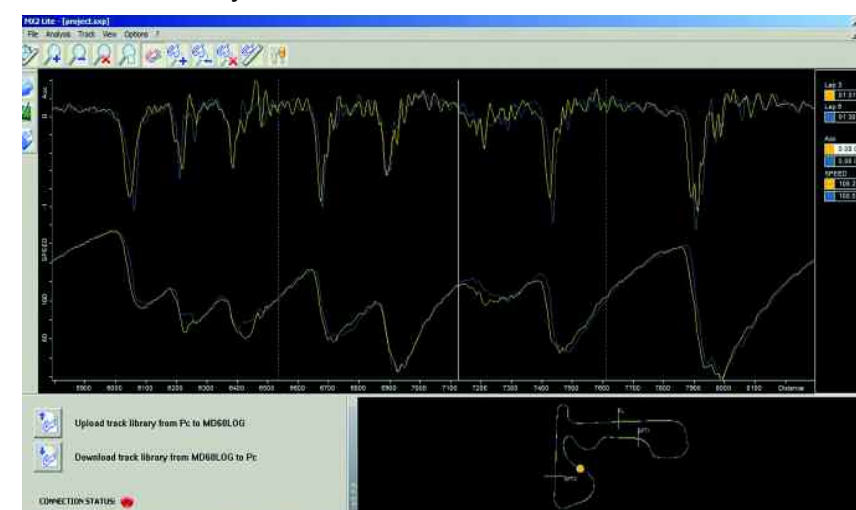
Installation is made easy thanks to its small size and the built-in GPS antenna. To compare drive lines and speeds, just download the data logged by the MD60 LOG into your computer for a professional analysis with our GATE-LITE software pack.

No need for beacon or transponder.



Rider MX1 2011: Evgeny Bobryshev

Software data analysis GATE Lite



Timing report in "TXT" file

```

Session 1:
Date: 11.06.10
Time: 18.00.17
Laps = 7
Best Lap Time = 01:30:42 Lap = 5
Session Top Speed = 138 Lap = 3
Ideal Lap time = 01:30:42
Best Sector 1 Time = 00:24:86 Lap = 5
Best Sector 2 Time = 00:40:91 Lap = 5
Best Sector 3 Time = 00:24:65 Lap = 5

Lap 0:
Top Speed = 125
Lap time = 01:40:97

Lap 1:
Top Speed = 133
Lap time = 01:32:67
Sector 1 time = 00:25:54
Sector 2 time = 00:41:78
Sector 3 time = 00:25:34

Lap 2:
Top Speed = 136
Lap time = 01:31:11
Sector 1 time = 00:25:20
Sector 2 time = 00:40:39
Sector 3 time = 00:24:91

Lap 3:
Top Speed = 138
Lap time = 01:32:43
Sector 1 time = 00:24:96
Sector 2 time = 00:41:40
Sector 3 time = 00:26:06
    
```

### Specifications:

- Latest 5 Hz GPS technology
- Highly sensitive GPS receiver
- Accuracy +/- 0,1 second
- Shows "live" lap time and up to 4 split times
- LED to indicate lap and split time improvements
- Easy-to-download "txt" file with date, time, no. of laps, lap times and split times
- Easy-to-download "data file" to analyze speed, accelerations, and drive line on user friendly software
- Works for both loop and linear circuits
- Save your own circuit maps, start/finish lines and split times
- Keeps 10 sessions of 99 laps each in memory
- Keeps more than 4 hours of data in memory (speed, accelerations and drive lines)
- Lasts for over 6 hours of continues use
- Up and running within minutes, thanks to the "all in one" design features
- Large backlit display
- User friendly menu and customizable views
- Strong, mineral-filled Polyamide case
- External size in mm 108x56x30
- Weight gr. 200

### Accessori MD60



MD60 Mount for Standard bar  
Cod. DK00080014



MD60 Mount for Fatbar  
Cod. DK00080013



# ACCESSORIES



Rider MX1 2011: Steven Frossard

OFFROAD



# GPA Switch

The GPA Switch allows the Rider to set in real time the GPA level he wishes to use. The Switch can be easily installed on to the handlebar, to one of the bolts from the Clutch or Brake levers. Made out of anodized aluminum, it is specifically designed for the harshest environments such us motocross. Resistant to water and dirt. Safe and reliable communication with the ECU via Can-Bus technology.

The GPA Switch is ready included with the GP1-EVO Ecu line and separately available for the GET Power Ecu line.

**ATTENTION:** in order to use the GPA Switch with GP1 EVO ECU's who have left GET prior to the 30/09/2011 it is necessary to make a firmware update. This can be done via the MAYA Software and finding the latest device online [www.getdata.it](http://www.getdata.it) or contact your GET Specialist.



GPA Switch  
Cod. GK-CANSW-0001  
- Lever mount

# S1 Electronic switch

**S1 is the new electronic switch by GET. An innovative and ergonomic switch.**

**S1 is small and easily fitted on the motorbike using the lever or throttle screws. S1 is made out of one aluminum bulk piece and has IP68 protection level.**

A transparent silicone rubber protects the switch from external components (water and mud) and allows the rider to read the led-based signal that shows the current map (ON= MAP1 OFF= MAP2).

S1 has been designed to avoid any impact on the engine electronics even in case of accidental failure or any wire snipping.

S1 can be fitted on the motorbike in a few seconds without removing any lever or grip from the handlebar.

S1 has been designed to be mounted in a protected area should the rider fall.



Switch S1 - Cod. GE-DVCS10001  
- Lever mount

# C1 Engine hour meter

C1 Engine hour meter - Cod. GK-C1-0001

- Double sided tape
- Built-in battery



**C1 is the innovative engine hour meter by GET, the only one to work without any connection to the motorbike. Using the time-saving double sided tape included in the kit, the C1 fits to the bike in just a few seconds.**

This device detects the engine by interpreting and identifying the wave frequencies that flow through the surface on which it is mounted. C1 is fully waterproof (IP68) and has been designed to work even under the toughest conditions like off-road applications. C1 has 2 engine hour meters and logs the total running time (no reset available).

The partial engine hour meter can be reset pressing the select button in a certain procedure. The built-in battery allows for a 3-year lifespan.

## Features

- Easy to read display
- Small size and light weight
- Total engine hour meter up to 999,5 hours (reset not available)
- Partial engine hour meter (resettable)
- No need for coil connection cable
- IP68 resistant plastic case
- Lifetime: 3 years
- Double sided tape included







# Wear

## Rain multi-pocket waterproof jacket

(94% polyester and 6% spandex)

Cod. GV-ABB-0001

Size: M - L - XL



## Multi-pocket trousers

(100% cotton)

Cod. GV-ABB-0003

Size: 46 - 48 - 50 - 52



## T-shirt (100% cotton)

Cod. GV-ABB-0005

Size: M - L - XL

## Multi-pocket Bermuda shorts

(100% cotton)

Cod. GV-ABB-0004

Size: 46 - 48 - 50 - 52



# OFFROAD



# THANKS FOR **YOUR EXPERIENCE**



AMA SUPERCROSS - Chad Reed



AMA SUPERCROSS - James Stewart



MX1 World Champion - Antonio Cairoli



MX1 - Steven Frossard



AMA SUPERCROSS LITES WEST Champion Broc Tickle



AMA SUPERCROSS LITES EAST - Dean Wilson



MX1 - Clement Desalle



MX1 - David Philippaerts



AMA SUPERCROSS LITES EAST - Joshua Hansen



MX2 World Champion - Ken Roczen



MX1 - Evgeny Bobryshev



SM Italian Champion - Ivan Lazzarini



MX2 - Tommy Searle



MX2 - Paulin Gautier



MX2 - Jeffrey Herlings







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